

man & Co. did it. I tell you that as a fact and I think it ought to be a fact.

Col. Young went back to the possible return of the stock to Mr. Gates, and Mr. Morgan said: "I do not want to impugn any man's ability, but I did not consider Mr. Gates a proper person for the management of the Louisville and Nashville Railroad."

Q. Why did you consider the sale of the stock to Mr. Gates a fact?

A. I had confidence in Mr. Gates' management.

Q. And that it would not be a disturbing element in the railway conditions in the South?

A. Yes, but I did not want to buy the railroad.

Q. You would not have given it to Mr. Gates, would you? A. I came very near returning it.

Q. But you did not consider him a safe man to have control of it? A. If the people of the whole South could place their property where I would place it, I would not be in a position to know of what I was doing.

Q. You thought that Mr. Morgan's responsibility was at an end? I would not have exercised my option, no, sir.

Q. By Mr. Morgan's testimony, this transaction to affect competition of the Southern Railway with any other railway? A. Not in any way. The operation of the railroad was not in any way affected by this transaction; it was exclusively a matter of a proper person for the management of the Louisville and Nashville Railroad.

REASON FOR CONTINUING SOUTHERN VOTING

TRUST.

Mr. Morgan said that his desire was to protect the stock of the Southern Railway itself, from Mr. Walters or anybody else, to keep the stock in the hands of control could be bought by anybody.

Col. Young appearing to be still sceptical in view of the circular to the Southern stockholders recommending a continuance of the voting trust, Mr. Morgan again took the lead himself and explained the issue of that paper.

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MINERS WON'T HUSTLE.

Operators Can't Get Them to Work More Than Ten Hours a Day.

WILKES-BARRE, Pa., Jan. 15.—The coal mine operators who have tried to induce the miners to work more than the regular time, in compliance with the order of President Mitchell, find that the men will not labor more than ten hours. Several of the operators have tried to have the men stay fifteen hours, and the Lackawanna has offered to work night and day in order to catch up with the demand, but the men will not stay in the mines.

The crusade against the speculators gained additional strength to-day when the Temple Coal and Iron Company refused to sell to any but regular customers who can be trusted not to resell to other parties. Most of the speculators have been driven out of business.

INDIANAPOLIS GETS COAL.

Railroad Men Say the Alleged Shortage Is Largely Mythical.

INDIANAPOLIS, Jan. 15.—The Governor, Attorney-General and several members of the State Senate met in conference with representatives of the coal carrying roads this afternoon to secure information regarding the coal shortage. The figures furnished by the representatives of the roads showed that they are delivering from 100 to 150 car loads of coal to this city every day and the average is about 30 tons to the car.

They said that they had received no word of complaint from any dealer and believed the alleged shortage was mythical, except in the case of manufacturers. They are not hauling as much steam coal as usual, but the shortage is not delivered to them for transportation.

The Governor has called the dealers in conference for Tuesday next to hear their views on the situation.

The conference was surprised at the amount of coal daily reaching the city.

POUGHKEEPSIE SHORT OF COAL.

It May Be Necessary to Close Some of the Vassar College Buildings.

POUGHKEEPSIE, Jan. 15.—The coal shortage may make it necessary to close some of the buildings at Vassar College unless the supply becomes more plentiful than at present. In Pleasant Valley, Milton and other small towns a ton of coal can be obtained. People are relying on wood for heat.

The odd night is presented on the Poughkeepsie and Eastern Railroad of engine-burning wood in hauling coal with coal to the Hudson River State Hospital. The police have answered calls to guard coal cars on the bridge and the Hudson River railroad, and coal in the yards of local coal dealers. Considerable quantities of it have been stolen. Of forty coal dealers, only a few have been able to supply customers.

SYRACUSE HAS ENOUGH COAL.

Supplied by the Railroad Companies—Retail at \$6.25 a Ton.

SYRACUSE, Jan. 15.—There is a supply of coal in Syracuse sufficient for the present needs of the city and merchants are taking orders for delivery within three days. The city has been supplied with coal by the railroad companies.

Largest Coal Shipment From Schuylkill Region in Months.

POTTSVILLE, Pa., Jan. 15.—The largest single day's production of coal in the Schuylkill region since the ending of the strike was shipped to-day. To-night the Reading, Pennsylvania and Jersey Central railroads have coal trains lined along the sidings for miles, all of which are being loaded and sent rapidly to the city.

The mild weather of to-day permitted the operation of many of the washeries which have been frozen up.

Lehigh Valley Stops Coal Orders.

WILKES-BARRE, Pa., Jan. 15.—So great has been the demand for coal in the Lehigh Valley during the past week that the Lehigh Valley Coal Company, overstocked with orders, has declined to take any more until the present orders are filled. The sales agents believe it will take three or four weeks to fill them with the present supply of coal.

Trains at Chicago Tied Off Because of Coal Shortage.

CHICAGO, Jan. 15.—In spite of warmer weather the coal famine in Chicago and the surrounding country continues acute. The Chicago and North-Western Railroad has put into effect a new suburban time table, withdrawing six trains on account of coal shortage.

\$13.50 a Ton Asked to Supply Police Coal.

Only one bid was received yesterday for supplying the Police Department's yearly supply of coal, which is about 5,000 tons. This bidder asked \$13.50 a ton. Commissioner Greene rejected the bid. He will ask the Board of Aldermen to allow him to buy in the open market, and save money.

New Haven Road's Expense for Coal.

NEW HAVEN, Jan. 15.—An official of the New York and New Haven Railroad said to-night that the present stringency in the coal market was costing the road between \$20,000 and \$40,000 a week for coal than under normal conditions. Some of the coal has cost the company \$10 a ton.

50 Tons of Coal for Bayonne Poor.

About fifty tons of coal are to be distributed among the poor families of Bayonne, money to buy which was raised by a beef-steak dinner given last night at the Democratic Club by Bayonne Lodge No. 434, of the C. O. E. The distribution of the coal will begin at once.

Five Barges of Coal Fast in Ice.

MOUNT VERNON, N. Y., Jan. 15.—There are five barges laden with coal, aground in the ice in Peilham Bay unable to get up the East Chester Creek to the town dock.

The President Signs Free Coal Bill.

WASHINGTON, Jan. 15.—The President today signed the bill admitting coal to the United States free of duty.

WATERBURY CARS RUN.

Strike Breakers Set Two Lines of Trolleys Going—Violence Shown.

WATERBURY, Conn., Jan. 15.—Strike breakers operated two lines of trolley cars to-day until dark. During the noon hour at Waterville the men were pelted and insulted and one of them drew a revolver to protect himself when it appeared the crowd might overturn the car.

Only a few persons rode and lest there might be violence the lines were all closed at dusk. All night long the men lived, and there were missiles thrown at those who dared outside.

Union sympathizers started a smollop scare to-day and forced the Health Board to inspect the barn full of non-unionists.

COAL OUTPUT IS RESTRICTED.

Responsibility of Miners Shown Clearly.

Orders Given by Mine Workers' Officials Forbidding Their Members to Load More Than a Certain Number of Cars—Miners' Income Cut Down a Dollar a Day Thereby—Work of the Most Incompetent Man Made the Standard.

PHILADELPHIA, Jan. 15.—Further testimony showing the restriction of work by the United Mine Workers was brought out before the strike commission to-day. Judge Gray resumed his place as chairman and Major Everett Warren, in behalf of the thirty lawyers engaged before the commission, congratulated him upon his recovery, also thanking Gen. Wilson for the manner in which he had presided over the inquiry.

Evidently the unexpected turn of the testimony yesterday that displayed to the commission the essentially anarchistic rule of the miners' union in making the capacity of incapable the measure of work rather than that of capable men has put John Mitchell on the run. There was hardly a witness to-day in whose cross-examination he did not take a hand. In most cases he only succeeded in making blacker the evidence that the collieries have been and are running beneath their capacity.

At Scranton Chief of Police Major of Moosic testified fully that he had not got back his place in the mines after the strike and that never had he intimidated any non-union man. Why he did not get his place back was shown to-day. Thomas G. Brown of Moosic, mine foreman at Erie Colliery, told of a conversation that had taken place between himself and the Chief of Police during the strike.

"Tell your story," said Mr. Warren, "without the embellishments added by the Chief of Police. There are ladies in the room."

Brown, who was at that time acting as one of the Coal and Iron police, said that Major had accepted him and asked him if he was going to the mines to guard the "scabs" and "bums."

"He said that they would soon be standing on their heads down below," concluded the witness.

"Well, use the language," said Judge Gray. "Did he say 'hell'?" We can stand that."

"He did," replied the witness.

"It seems to me," remarked Judge Gray, "that it had enough to be in hell without having to stand on one's head."

George Aaron, another miner, corroborated the conversation. Theodore Hogan of Avoca, foreman of Old Forge colliery, testified to the restrictions placed upon the output of the mines. He said:

"The president of the Moosic United Mine Workers, notified me just how much work the men could do, and he told me that miners would not be allowed by the union to enter mines on days when the breaker is not working."

"They had been accustomed to going in and blowing down coal so work could begin early the next day. These restrictions have reduced the earnings of our men on an average of \$1 a day."

"What is the name of this union's president?"

"John Dempsey. He told me that the local had taken this action to restrict the output of the anthracite region."

"Did he say the word 'restriction'?"

"Yes. He said the object was to make all the miners equal. I told him that if the union acted that way the men would lose more money than they had gained by a 10 per cent. advance."

"Did the men obey Dempsey's order?"

"Yes; they wouldn't load more coal than he said."

Hogan testified that he had kept up the normal product by putting on fifty additional men.

A great part of the testimony of Victor L. Peterson, superintendent of the Forest City Colliery and president of the Forest City National Bank, was ruled out. He had been called to prove that the bulk of the depositors there were employees of the company and that they were not in competition with the bank.

Deputy entered a protest, which was sustained. Judge Gray remarking:

"The object of the testimony is to make all the miners equal. I told him that if the union acted that way the men would lose more money than they had gained by a 10 per cent. advance."

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DEMURRAGE ON COAL DOUBLED

To Relieve Congestion and to HURRY MARKETING.

Piece for Moderately Small Consumers Made at a Meeting Called by B. F. Cutting—They Are to Be Provided For—Charity Society Opposes Coal Bill.

To relieve the congestion caused by shipments of independent coal arriving at tide-water here faster than they can be handled, the coal-carrying companies raised the demurrage on cars of coal yesterday from \$1 to \$2 a day a car as long as they remain unloaded.

Almost all the coal at the Lackawanna dock is independent. It is independent coal. On account of the great demand here, the independent operators are taking the chance of their lives to make big profits, a representative of the company said. They will never make as much money again and they are anxious to get their product on the market before the prices break. A good deal of the coal was frozen together in the cars when it left the collieries, so it takes longer to unload it.

So many complaints of inability to get coal have been made by people who are in moderate circumstances that a conference of coal dealers called by President Robert Fulton Cutting of the Association for Improving the Condition of the Poor was held yesterday to consider their case.

Those who buy in half-ton lots are the great sufferers. The coal is not so good as the coal which is bought in full-ton lots. The coal is practically ignored by the dealers when coal is scarce.

It was suggested that several dealers should be asked to deliver coal to small dwellers in half-ton lots at the rate of \$1 a ton. Alfred Baird volunteered to deliver coal to small dwellers in half-ton lots at the rate of \$1 a ton. He would be willing to undertake the delivery on the West Side.

The coal presidents, at their meeting next Tuesday, will be asked to provide this coal.

The Charity Organization Society decided yesterday to oppose the bill before the Legislature permitting the city to appropriate \$250,000 for providing coal for the poor on the ground that it is unnecessary. The city has written a letter to Gov. Odell, asking him to veto the bill.

They say that the coal delivery provided for the poor, the depots where coal is sold by the rail had plenty of coal yesterday.

A conference of retail coal dealers was held in the Mayor's office at the East side and general distribution of coal was talked over. Another will be held in a day or two.

FINED FOR CRUELTY TO ANIMALS.

Agricultural Department Arrested for Killing Diseased Cows.

WASHINGTON, Jan. 15.—The plans of the Agricultural Department for eradicating the foot-and-mouth disease in New England may be entirely frustrated if the action of a Massachusetts Judge is sustained. Dr. Harry Q. Thompson, one of the Department's inspectors, was having a herd killed and two of the cows had been struck with anthrax. The judge has written a letter to Gov. Odell, asking him to veto the bill.

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